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# MUNYON'S GREETING TO ALL THE SICK.

Come to His Offices. 623 Thirteenth St. N.W. If You Have an Ache or Pain.

## His Doctors at Your Service Free!

Hundreds of People Treated Daily at His Permanent Homeopathic Institution.

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Relieves Nervous Prostration, Overworked Brains and Brokendown Systems.

### HIS CATARRH CURE

Is the Most Rational Cure for Catarrh, Asthma and All Throat and Lung Diseases.

## HIS SKILLED PHYSICIANS

Will Give You a Careful Examination and Advise You the Best Course to Pursue to Get Well.

### THEY VISIT YOUR HOME

If You Are Unable to Call at the Office a Postal Will Bring One of Munyon's Trained Doctors to Your Bedside.

### NO CHARGE WHATEVER

The Doctor Will Examine You and Prescribe the Remedy Needed, Which Can Be Obtained From Any Druggist, Mostly for 25 Cents.

## 623 13TH ST. N.W.

AMERICAN ECONOMICS.

Ninth Annual Meeting of the Association. BALTIMORE, December 28.-The ninth ar nual meeting of the American Economic

Association will begin this evening at Association will begin this evening at Johns Hopkins University and will continue until Thursday. The program has informed the railroad people. general discussion than usual, and to these sessions the public is invited. This evening the members of the associa-

tion will hear an address of welcome by Dr. Daniel C. Gilman, president of the Johns Hopkins University. Prof. Henry C. Adams of the University of Michigan, who is the president of the association, will respond and deliver his annual address, the opic being "The Relation of Economics to urisprudence.

Tomorrow a general discussion of the be a discussion on the subject, "Is There a Distinct Agricultural Question?" led by Prof. Bailey of Cornell University, and fol-lowed by George T. Powell, director of agricultural institutes of Pennsylvania; L. G. Powers of the bureau of labor statistics of Minnesota, and others. It is expected that Mr. Morton, Secretary of Agriculture and Charles W. Debney, jr., the assistant will be present and take part. At the afwill be present and take part. At the atternoon session, Profs. Roland P. Faulkner. University of Pennsylvania: David K. Kinley, University of Illinois, and W. A. Scott, University of Wisconsin, will par-

Wednesday morning ex-Secretary of the Treasury Charles S. Fairchild will lead the discussion, followed by Profs. F. H. Giddings, Joseph French Johnson and others. In the afternoon Prof. Arthur T. Hadley of Yale University, Skipwith Wilmer of Bal-timore and others will take part. Those to participate on Thursday are Profs. Carl C. Plehn. California State University; J. R. Cowmons, Syracuse University, and Harry T. Newcomb of the University, and Harry T. Newcomb of the University of the State Department of Agriculture.

Henry C. Adams, the president, is the statistician of the interstate commerce

statistician of the interstate commerce commission, and one of the best-known economists in the country. The other offi-cers of the association are: Ex-presidents, Francis A. Walker, LL.D., Charles F. Dun-bar, LL.D., John B. Clark, Ph.D.; vice presidents, Franklin H. Giddings, M.A., E. R. L. Gould, Ph.D., Roland P. Faulkner, Ph.D.; secretary, Jeremiah W. Jenks, Ph.D., Ithaca, N. Y.; treasurer, Charles H. Hull, Ph.D., Ithaca, N. Y. Ph.D., Itnaca, N. Y.

## North River Ferryboat Burned.

NEW YORK, December 28.-The double decked ferryboat New Brunswick, owned by the Pennsylvania Railroad Company, was burned to the water's edge today, involving a loss of about \$120,000. The beat was tled up at the Jersey City slip of the Desbrosses street ferry line when the fire broke out. To save the ferry house and other property on shore, the boat was towed out into the river, and with great difficulty run aground on Liberty Island, where her hull now rests. About eight years ago the New Bruns-wick, which then piled between Jersey City and Desbrosses street, caught fire and burned to the water's edge. She was a burned to the water's edge. She was a side wheeler, but the company rebuilt her at considerable expense, making her a double decker. She was the first of that style used by the company. Since that time the boat has been used on the Cortland street line, and was one of the fastest and most sightly boats in the Pennsylvania sorvice. The company, it is said, will never rebuild the boat, as she has always been unlucky. Not only the upper part of the

## unlucky. Not only the upper part of the boat was totally destroyed, but the machin-ery is also fwisted and bent beyond repair. If Mr. Hanna Enters the Cabinet.

Special Dispatch to The Evening Star. CLEVELAND, Ohio, December 28 .- A gentleman who knows Mr. Hanna intimately, who has been closely associated with him in a political way, said today: "If Mr. Hanna enters the cabinet it will not be as Secretary of the Treasury, but as Postmaster General. When I say this I republican headquarters here that Mr. Dingley will be tendered the portfolio of Secretary of the Treasury. There is an understanding merely between the President elect and the gentleman from Maine to thi

Will Elevate Its Tracks. NEW YORK, December 28.-Announce ment is made today that the Erie Railroad Company has completed arrangements for the elevation of its tracks through Jersey City. The work, which is to cost \$1,000,-\$60, will be completed in about two years.

BRIDGE SPAN GAVE WAY

Terrible Fall of a Passenger Train in Ala-

Iwenty-One Persons Killed or Burned

to Death-Wreekers Are Charg-

ed With the Disaster.

The Blocton accommodation train of the Pirmingham Mineral railroad, a branch line of the Louisville and Nashville, was thrown from the bridge over the Cahaba river, twenty-seven miles from Birmingham, Ala. yesterday morning and twenty-one passen-

ers were killed and eight others badly At 7:30 o'clock last night the railroad officials at Birmingham received a telegram from Dr. Ray of Blocton, one of the first physicians to reach the wreck. He said that one of the survivors whom he attended made the statement that when the car jumped the track on the bridge he saw three savage looking men run down the river bank, and that after the wreck these men went through the debris, robbed the dead and dying and fled to the woods.

The railroad officials are positive that a rail was removed from the track. The cross ties on the side of the main span show that the spikes were drawn out while they remain latest on the other side.

remain intact on the other side.

About 2 o'clock yesterday afternoon a wrecking train bound for the scene of the accident, loaded with bridge timbers, collided with another wrecking train only a short distance from the contract of the co lided with another wrecking train only a short distance from the Cahaba river. James Estes, a bridge foreman, was crushed to death and another bridge workman had both legs broken.

### The Disaster.

The train that fell was the Blocton acommodation, No. 40, of the Birmingham Mineral ratiroad, a branch line of the Louisville and Nashville, which extends to all the mines and furnaces in the Birmingham district. Leaving Birmingham at 6:30 a.m., the train, consisting of an engine, baggage car and two coaches, went to Tuccoa, thirteen miles south of Birmingham, on the river line of the Louisville and Nashville. From there it goes to Gurner, on the Birmingham Mineral track. From Gurner to Hlocton it uses the Southern railway tracks. Six miles south of Gurner the railroad crosses the Cahaba river on a trest 200 feet long. The river span is of iron and is 200 feet long and 110 feet high. The river is a mountain stream. This span gave way is a mountain stream. This span gave way as the train was crossing it, and the engine and all the cars went to the bottom of the

river below.

The first news of the wreck was brought to Hargrove, a small telegraph station four miles north of the river, by a farmer, who happened to be passing near the scene of the accident just after it occurred. He noticed that the middle span of the bridge was missing. Approaching closer, he coserved the train burning up in the river below and could hear the cries of the wounded and dying mingled with the hissing of the steam coming from the wreck.

### Giving the Alarm.

Without waiting further he gave out the word to farmers residing nearby and hastened to Hargrove to telegraph to Birmingham for relief. Three relief trains with dectors were sent from Birmingham and a fourta from Blocton. Meanwhile the coun-

fourth from Blocton. Meanwhile the country people had gathered to render what assistance they could.

It was soon found that almost every person on the train had been killed and their bodies in most cases burned. The rescuers arrived too late to be of much service, except in caring for the wounded persons who managed to get out of the wreck alive. These were four men, three children, one woman and the colored fireman. Those who survived the catastrophe were so crazed from fright and pain from their injuries that they were unable to give any intelligent account of how it all happened.

Fireman Spencer sprang from the less

to give any intelligent account of how it all happened.

Fireman Spencer sprang from the locomotive as it was in mid air going down, and alighted in the water uninjured except for a broken arm. As soon as he made his way out of the river he walked to Electon aight miles away to give the

The Cars Took Fire Physicians who returned from the scene say that the sight which met their gaze when the first relief train arrived was shocking beyond description. There were red hot stoves in all the cars and no sooner had the wreck occurred than the debris took fire. Soon the entire mass was in a blaze and it burned to the water's edge, the water not being over three or four feet deep. It is supposed that most of those killed met death before the fire reached them, though the survivors say that eral who were only injured and were ioned down were only injured and were pinloned down were burned to death, as they
could hear piteous appeals for help coming from several directions. Those few
who were not killed outright and were
able to release themselves from the
wreckage were so badly injured that they
could render but little aid to their less
fortunate fellows.

The train that fell was a local expresses

The train that fell was a local express making a circuit of the mining district.
The passengers were nearly all mine workers and residents of the mining towns in this district.

The survivors tell terrible stories of the disaster. Henry Handberry, whose wife and two children were near him, says that he was forced to see them burned to death before his eyes. They were all on the seat together and all were pinioned down. Handberry managed after a hard struggle to release himself. His wife and children flames closed in and he was forced to flee for his own life and leave his loved

ones to their fate.

The three children of Mrs. Walker were all caught under a seat with timbers piled above them, but the iron frames of the seat kept the timbers off of them, and they all crawled out through a small hole and escaped with only slight bruises. Neither Mrs. Powers nor her two children were killed outright; all were pinioned down and burned to death. The last heard of the woman she was praying. The survivors believe that fully half the killed

## The Killed and Injured.

The railroad company last night furnished the following as the list of dead: James Bolling of Guthrie, Ky., Southern express messenger; Frank White of Bing-hamton, engineer; A. P. Connell of Helena. conductor; George Carney of Birmingham, flagman; D. Webb of Birmingham; Bruce Phillips of Blocton; L. W. Martin, Brook-Milips of Blocton; L. W. Martin, Brook-wood, Ala.; Mrs. Henry Handberry, Bir-mingham; two children of Handberry; R. H. Bloant of Birmingham, colored minister; Miss Ada Powers of Blocton; Dr. G. Pow-ers of Blocton, Mrs. Emma Powers, Bloc-ton; two children of Mrs. Powers; Mrs. R. Little, Blocton; Mr. Gardner, Blocton; Mrs. Cardner, Blocton; Mrs. Cardner, Blocton; Mrs. Gardner, Blocton; Miss Gardner, Bloome unidentified body, supposed to be

Struter, colored porter.

The following are the injured:
Henry Handberry of Birmingham, a
Louisville and Nashville conductor, seriously; E. E. Eckels of Helena, slightly; Sam Stuart, fireman, arm broken; Andrew Bryson of Blocton, fatally; Miss Booth of Blocton, slightly; Mrs. Walker, slightly; Mrs. Powers' child, from Blocton, slightly. Mrs. Walker's three children escaped practically uninjured.

Marriage Licenses. Marriage licenses have been issued to the following: White-Wm. H. McMurray of Memphis, Tenn., and Mary L. Burdick of this city; Wm. S. Guston and Martha E. Bowden; Frank Neye and Annie Brockett. both of Richmond, Va.; Geo. W. Strong and Violet F. Grey: Norman Crouch and Abbie Buckley, both of Fairfax county, Va.; Edward A. Preble and Eva A. Lyn-

ham.
Colored—John Brown and Emma Taylor;
William Adams and Laura J. Davis; John
F. Battles and Mary J. Beckham; Wm. H.
Woodyard of New York city and Jennie E.

Lieutenant Colonel John I. Rodgers, 2d Artillery, has been detailed by the Secre-tary of War as a member of the board on the regulations of sea coast artillery fire. Lieut. Jas. L. Wilson, 4th Artillery fire.
Lieut. Jas. L. Wilson, 4th Artillery, has
been ordered to take charge of the repairs
and construction of public buildings at
Fort Delaware, Del., and Finn's Point, N.J.

### ON THE CUBAN QUESTION.

Washington Society is Said to Be Divided in Two Factions. Washington Dispatch to the Philadelphia Press.

The Cuban question has become a fad h Weshington society. There are no stronger States senators on the subject of Cuban independence than there are among the leaders of society. It is even stated that war between the society friends of "Cuba libre" and Spain is fought out on the floor of the Sanate, prominent statesmen appearing as the champions of the two social fac-

In this division of society Spain has the In this division or society spain has the best of it. Her representative here, Minister Don Enrique Dupuy de Lome, has a standing on account of his diplomatic associations that has not yet been attained by Senor Genzales de y Quesada, secretary of the Cuban junta, and its representatives in this city. Senor De Lome has a palatial



esidence on Connecticut avenue, in the residence on Connecticut avenue, in the most fashionable part of the city. Senor Quesada has a single room in the Raleigh Hotel, where he sleeps, works, receives congressmen and otherwise attends to the work of firthering the Cuban cause.

A congressional clique, of which Senator Hule of Maine is a leader, and which also centains such members of the foreign affairs committee of the House as Chairman Hitt and Messrs. Draper and Adams, is fond of mingling with diplomats, and is entertained by and in turn entertains memtertained by and in turn entertains mem-bers of the corps.

None of these entertainments are more

None of these entertainments are more pleasing than those given by the Spanish minister and his very accomplished wife. In the minds of many of the practical, hard-working members of both houses, who are accustomed to study all questions of statescraft and diplomacy for themselves, and who do not mingle in society except so far as their official positions sometimes demand that they should, these diplomatic dinners, receptions and other social functions are calculated to bias those who move in that particular circle.

tions are calculated to bias those who move in that particular circle.

The Spanish minister and his wife, however, have not had a monopoly of society this season. There are those high in the social scale in this city who are earnest sympathizers with Cuba, and they have taken up the handsome secretary of the Cuban junta, and are making as much of a lion of him as other society leaders do of Minister De Lome.

Mrs. Cameron, wife of Senator Don Cameron, whose resolution for the recognition

Mrs. Cameron, wife of Senator Don Cameron, whose resolution for the recognition of the independence of Cuba has set the world by the ears, was one of the first to discover the possibility of young Quesada as a social lion. She has introduced him most thoroughly, and, if the gossips are to be believed, has given offense to some of the stiff-backed old members of the diplomatic corps, who have been horrified at being presented to a youth who represents so irregular a government as the republic of Cuba.

public of Cuba.

Mrs. Cameron has persisted, despite frowns and icy glares, and today is aided in her chaperonage of the young parriot by Mrs. Lodge, wife of the Massachusetts sen-Senor Quesada has been entertained by

these ladies at teas, receptions and dinners, and has met influential senators and representatives, whose favor has been of great value to the Cuban cause.

The secretary is a most agreeable person, and one calculated to be popular in society. He comes from a fine old Spanish fereity file comes from a fine old Spanish family, and is a nephew of General Rafael de y Quesada of Venezuela. His family had until recently held immense estates in Cuba, and was very wealthy, but at present their condition is that of all Cuban Senor Quesada is a man of medium

height, rather slender build, with a typical Spanish face. His forehead is high and round, surmounted by heavy black hair brushed straight back over his head. He wears a medium-sized black mustache, has wears a medium-sized black mustache, has plercing black eyes, a pleasant mouth, and is most earnest and domestic in manner. He speaks English fluently, and much of his time is spent in translating official papers received from Cuba into the English language for presentation to the House and Senate committees.

## WAR ON AMERICAN PRODUCTS.

## Germany is to Prosecute It With In-

creased Vigor. There are general indications that the war on American meat products in Germany is to be prosecuted with fresh vigor. United States Consul Wamer at Cologne has this to say on the subject in a report to the Department of State:

"Notwithstanding the assurances of the United States government that all meat products for export are subjected to a strict examination, the interminable agitation in Germany against the wholesomeness of these products still goes on. At a recent meeting of the agricultural asso-ciations of the district of Cologne the subject of adulterating German sausages with American diseased beef was discussed. One speaker drew special attention to the fac that beef was examined for maggots in Germany, but not so in America. Since in the former country (Germany) sausages were more adulterated with American beef tha was infested with maggots than with potato meal, the law in force in Germany against distributed competition, it was said, should be applied in the case of sausages, which would require the marking of the goods as to whether they were of German or foreign origin and had been officially ex-

or foleign origin and had been officially examited or not.

"Another speaker remarked that it made an immense difference to the welfare of the German people whether home or foreign meat was used. He therefore deemed it necessary that the origin of the meat used in the preparation of the sausages be given. A chemist present said the American beef was not so profusely infested with maggots, but that it came to Germany prepared with borax in an astonwith maggots, but that it came to Germany prepared with borax in an astonishing manner. On the exterior of the meat there was, he asserted, a complete crust of borax and the meat was actually pickled with it. If sausages contained meat prepared in this way and were offered for sale it was clearly a fraud in the sale of food stuffs."

Railway Ticket Office Robbery. Judge Miller, in the Police Court, this fterroen, held James Eckles, colored, for the action of the grand jury, on two cases of grand larceny, in \$1,000 bonds each. Eckles is the man who, as stated in The Star Saturday, committed several acts of vandalism in and purloined a large sum of money from the office of the Pennsylvania Railroad Company at 15th and G streets, sometime Friday night. He is also charged with stealing a sum of money from a tailor named Kerns, whose place of business is on New York avenue.

## Custody of a Child.

Judge Miller, in the Police Court, late Saturday afternoon, denied the petition of Mary D. Grimsley, who sought to recover her daughter, Myrtle, from the custody of the board of children's guardians. The the board of children's guardians. The child was taken by the board in 1894 while the mother was in a hospital and unable to care for the little one. A suitable home was found for the little one. The mother claims it at she is now in a position to support the girl, but under the ruling of the court the child will remain under the direction of the board.

Favors Liquor Restriction Rev. William H. Schell of 1623 13th stree corthwest has written to Senator McMillan favoring the passage of House bill 1888, which provides for a restriction of the liquor traffic in the District of Columbia. Mr. Schell says that if the traffic in liquor cannot be wholly done away with he is interested in any legislation which has in view its restriction, which he regards as an important protection for his children.

## FUNERAL OF . KATE FIELD

Tribute to the Memory of the Talented Writer.

The President Among Those Who Sent Floral Testimonials-An Admirer's Estimate of Her Life.

Funeral services over the remains of Mis-Kate Field were held in San Francisco yes terday. Rev. George Walk, rector of Trinity Episcopal Church, a former friend of the deceased, read the burial services of the Episcopal Church over the remains. The building was filled. The interior was decorated with potted plants and ferns, while the chancel was banked with floral offerings. Among the most beautiful was Mr. H. H. Kohlsaat's tribute, an urn standing six feet high, of white chrysanthemums with a base of California violets, the urn being entwined with a wreath of American Beauty roses, while the top was illed with a cluster of roses and chrysanthemums, the whole bearing the inscription.

"She represented the best elements of the press and of the country." President and Mrs. Cleveland sent a beau-

President and Mrs. Cleveland sent a beautiful wreath of roses and ferns, tied with long violet ribbons. The black velvet casket was entirely covered with a pall of California violets, the tribute of Mrs. George Crocker of New York.

At the conclusion of the church services the remains were escorted to Odd Fellows' cemetery and placed in the chapel connected with the crematory. Here the rector concluded the burlal service, the casket was lowered into the receiving room and was lowered into the receiving room and the body prepared for the retort. Today the ashes will be placed in a metallic urn and shipped east for interment.

### Lesson of Kate Field's Life. Henry E. Heighton of San Francisco, a

prominent lawyer, and a devoted admirer of Miss Kate Field, has written the following tribute to her memory for the Assosiated Press; "The great lesson of Kate Field's life and

death is her intense patriotism, which now, above all other periods, should command universal respect. She was an American to the core, broad, tolerant, without fanaticism or bligotry of any kind, and devoted to human freedom on our constitutional basis. Like Gen. Grant, she had traveled widely, and had met the most distinguished thinkers and statewarm of Experiment. wheely, and had met the most distinguished thinkers and statesmen of Europe; but, like him, she returned to her own land even more deeply imbued than before with the spirit of our institutions, in their happy combination of individual sequences. the spirit of our institutions, in their happy combination of individual sovereignty, state autonomy and national unity. The aspirations of her soul, as expressed orally and in the solemnities of her will, were that her ashes should mingle with her native soil, and that her individuality should be respected by the flag. A writer of unusual power, she never unsexed herself, but in dealing with important questions for fully a quarter of a century she discussed them as an American woman, intellectual, cultivated, refined and, under condition, true to national ideals. She was familiar with the best literature of the world, and conveyed

vated, refined and, under condition, true to national ideals. She was familiar with the best literature of the world, and conveyed the loftiest thoughts and the purest sentiments in language so clear and so telling that many of her phrases have become part of that popular education of which she was so enthusiastic a champion.

"Women of her type and character trained and armed the heroes of our revolutionary war in the dark history of the republic, such women consecrated their children to their American conceptions of freedom and of independence; and though, toward the closing years of the century, patriotic education has dwindled in its extent and earnestness, that type of American women is not extinct, but in any national emergency that may arise will be revived and reinvigorated by the example and by the life of Kate Field.

"To this state her services were at once valuable and unique. "She spread the story of our ach evements and of our resources all over the Union. Within practical sagacity that shamed many of our citizens, she anticipated and predeted the mighty future of the Pacific coast. She boldly repudiated all narrow and transcendental views which thwarted our progress and injured our local industries, and she bore her testimony to our capacity for industrial, moral and intellectual development

trial, moral and intellectual development by pervading the most definite facts with blended power of philosophy and patriotism.

"It is fitting, therefore, that the obsequies of this noble and gifted woman should have been marked by national recognition and peculiarly appropriate that they should have been celebrated in the state of Cali-fornia, to which much of her best work luring her later years was consecrated "When the unanimity and fervor with which the last honors to her memory have been paid are correctly realized, it will prove that not only here, but throughout Union; not only through the Union but throughout the world she 'being dead yet speaketh.'"

## INSPECTION OF PLATES.

### Probable Radical Change in the Present Method.

It is expected that Secretary Herbert will take important action in a few days in connection with the inspection of steel plates for naval vessels. It will be based on the report of the special board which investigated the complaints from the Newport News constructors that steel of inferior quality had been supplied by the Carnegie works for the battle ships Kentucky and Kearsarge. The report is a copious statement of the facts disclosed by the many tests made by the board, and the defective plates are fully identified. The inquiry has demonstrated that the present system of inspection is ineffective, and plates are shown to have reached the ship yards that never were inspected at all.

The board has not yet examined the plates for the battle ship Illinois, but, as far as it has gone, the inquiry has revealed the necessity for a radical change in the method of inspection, and Secretary Herbert will probably substitute expert civilian inspectors for the inexperienced naval offi-cers now employed, acting under a special board, composed of a constructor, an en-gineer and one line officer, for the present steel board made up of line officers.

Kentucky's Only Bryan Elector. The republican state committee of Kentucky has served notice of contest on W. B Smith, the only Bryan elector returned as elected in Kentucky. The notice alleges fraudulent voting, buildozing, unfair ap-pointments of election officers and other irregularities.

Wants More Policemen. Superintendent W. X. Stevens of the pathing beach has reported to the District Commissioners regarding the necessity for a detail of two police officers at the tidal reservoir, where skating is now a popular recreation. He says that on Saturday six persons went through the ice there, and one was nearly drowned). There is urgent the tidal reservoir, not only for the pro-tection of life, but to prevent people from throwing stones and sticks on the ice.

# The G. A. R. national committee on leg-islation met Saturday night at Willard's, with Chairman Nathan Birkford, Secretary W. H. Doollittle and L. G. Kimball, F. L. Campbell, E. J. Swedt, JM. T. Anderson and W. H. H. Wasson, present. The main topic was a bill nowaring Senator Lodge's charge to provide against the removal of veterans from government offices. The Memorial bridge to Arlington was also considered, and the project urged for adoption by Congress.

G. A. R. Legiplation

The Le Preux Inquest. The inquest over the body of Mr. Louis e Preux, whose death resulted from injuries supposed to have been received by being struck by a Metropolitan car at 3d and D streets several days ago, as pub-lished in The Star, will be held tomorrow. The jury will meet af the sixth precinct station at noon.

Permanent Receiver. The controller of the currency has appointed National Bank Examiner McKeon, now in temporary charge of the failed Mational Bank of Illinois, permanent receiver of that institution.

to light and air, of which, in this instance, there is no obstruction."

The report states distinctly that until permits for underground conduits can be issued there will be no help for persons who complain of such poles being erected in front of their houses. These poles are not regarded as a menace to life, as they are istrong and are well braced by wires running in different directions. Quite a number of complaints of this character have been received, but they will all be answered in like manner.

dairy and the number of his permit.

In his defense, Mr. Carr handed to the court a communication, dated December 16. and received by him from the health officer and received by him from the health officer the following day. It was as follows:

"Section 4 of the milk law requires that the name of dairyman, location of his dairy and number of his permit be painted plainly and legibly on all milk wagons. You are not complying with its requirements and must do so on or before January 1, 1897, otherwise presecution will promptly followers. otherwise prosecution will promptly fol

on the derendant, but it is not plain to me why this extension of time was grant-ed him. This law is on the books to be enforced. In view of the letter, I shall take Mr. Carr's personal bonds."

Prosecuting Attorney Pugh acquiesced with the court, saying that in his opinion the health office had no right to single out any one individual and allow him time to comply with the law, while others were daily presecuted without notice.

Government Printing Office Council, No. 211, National Union, has elected the following officers for the ensuing year: President, J. F. Grant; vice president, J. W. Hughs; speaker, F. C. Roberts; ex-president, F. A. Hall; secretary, Joseph Dierken; financial secretary, Chas. H. Leeds; treasurer, G. A. Whitford; chaplain, Isaac C. Haas; usher, Adolph LeBuffe: sergeant-at-arms, W. H. Adolph LeBuffe: sergeant-at-arms, W. H. McCray; doorkeeper, A. P. Beatty; trustees, W. H. Hickman, J. R. Lamson and J. T. Callaghan; delegates to cabinet, F. A. Hall, J. F. Grant and C. M. Robinson; delegate to N. U. Immediate Relief Association, Chas. H. Leeds; delegate to D. C. Association F. B. S., C. M. Robinson.

Mr. Maurice W. E. De Bunsen, C. B. has been gazetted in London as the successor of Viscount Gough as secretary of the British embassy in this city. The new secretary entered the British diplomatic service in 1878 as an attache of the legation in Washington. He became third sec retary here in 1879, and two years later h was transferred to Berne, Switzerland, where he became second secretary in 1883. He subsequently served at Madrid, Paris, Lisbon, Tokio and Bangkok, during which time he was promoted to the grade of secretary. At Bangkok he was consul general and charge d'affaires.

Another Assistant Secretary Wanted. It seems to have escaped general notice that Secretary Carlisle in his last annual report to Congress recommended that pro vision be made for the appointment of an other assistant secretary of the treasury, making four in all. He made only the briefest sort of reference to the matter simply renewing the recommendation of his last previous report that "the several ma-rine bureaus of the Treasury Department be assembled under the direct supervision of one assistant secretary of the treasury and to carry out this recommendation he requested that Congress provide for an additional assistant secretary.

## A New Year Circular.

ecutive Mansion to pay their respects to the President of the United States."

Executive Clemency. The President has granted pardons in the following cases: Wm. Jackson, Texas, counterfeiting, and James Burdell, alias Chas. Sherwood, Michigan, counterfeiting The ten years' sentence in the case of Wm R. Shaw, convicted in Maine of embezzling national bank funds, has been commuted to five years' imprisonment, with all deductions for good behavior. The sentence of three years and six months imposed in the case of Washington Claypole, jr., Pennsylvaria, counterfeiting, has been commuted to three years' actual imprison-

Applications for pardon have been de nied in the case of W. W. Lusk, Missouri, sending of scene letters through the mails, and in the case of W. T. Morrison, Mis-

## Circular as to Subsistence Supplies.

from responsibility for the care of sub-sistence supplies. The proceedings of boards of survey in each case of losses an embezzlements of such stores are also

Commander W. C. Gibson has been ordered to command the Adams, now en route from Honolulu to San Francisco, relieving Commander E. W. Watson, who is ordere to the navy yard at Portsmouth, N. H., as ordnance officer. Capt. C. J. Barclay has peen ordered to command the Raleigh on the North Atlantic station, relieving Capt. M. Miller, who has been granted three months' leave of absence. Lieut, A. P. Nazro has been detached from the Enter-prise and ordered to the Vermont. Capt. prise and ordered to the vermion of the Nicol Ludlow has been ordered to duty as a member of the examining board at Washngton.

POLES AND SIDEWALKS.

Complaining Owners Are Informed They Can Be Given No Reitel. A number of people are appealing to the Commissioners against the location of teler phone or telegraph poles in front of their ices. One of these appeals was received a few days ago from Mr. Louis Spanler of 1413 G street northwest. Mr. Spanier complained that the pole was not only a danger to life, but was a very undesirable and unornamental object to be in front of his doorway.

The Commissioners referred this complaint to an inspector, whose reply, adopted by the Commissioners, follows:

"There is no question as to the propriety of an alley location for the pole complained of, but, as stated in a previous report on this subject, the want of authority to permit the necessary conduit extension renders such location impracticable. The right of the telephone company to occupy the street has been recognized by the courts. The fee of the streets is in the United States, and as a consequence the rights of abutters are restricted, except as to easements necessarily attached to ownership, the most important of which are access to light and air, of which, in this instance, there is no obstruction." plaint to an inspector, whose reply, adopt-

### A Milk Case Dismissed.

Inconsistency on the part of the health office officials was brought to light in the Police Court this afternoon during the hearing of the case of Joseph Carr, who was arrested yesterday for violating the milk regulations, in that he falled to display on his wagon his name, the location of his

"Under the circumstances," remarked Judge Kimball, "I cannot impose a penalty on the defendant, but it is not plain to

### Election of Officers.

### A New Secretary of Legation.

Secretary Herbert has issued a circular as follows: "Officers of the Navy and Marine Corps in this city will assemble, in special full-dress uniform, at the office of the Secretary of the Navy, Navy Department, by 11:30 a.m., Friday, January 1 1897, whence they will proceed to the Ex-

## sissippi, fergery.

The Secretary of War has issued a circular to the army saying that the presence of a commissary sergeant at a post does not in any manner relieve the commissary

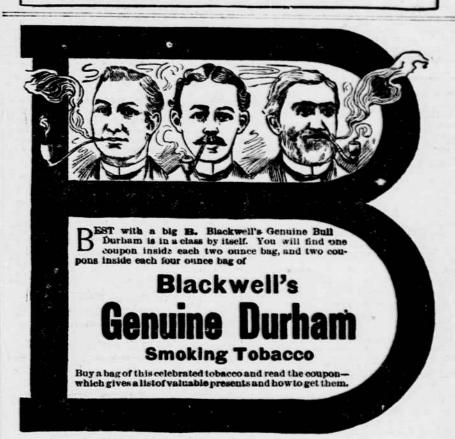
## Naval Orders.

### Naval Movements. The flagship Philadelphia has sailed from Callao for Valparaiso, and the Machias arrived at Hong Kong today. To Tunnel the Cascade Mountains.

SEATTLE, Wash., December 28 .- H. C. Henry, the millionaire contractor, has confirmed the report that he had secured the contract to build the approaches to the Great Northern railroad tunnel through the Cascade mountains, and that men were already on their way to commence prelim ready on their way to commence preliminary work. Mr. Henry refused to state the amount of the contract. It will take about six months to do the work, and then everything will be ready to commence on the track, which is said to be one of the greatest engineering feats in history. The tunnel will be two and one-half miles long and will reduce the aititude of road 1,000 feet.

# "I am 24 years old and was raised in the country, but have lived here about two years," said the conductor on an Indianapolis electric street car. "In this business," continued he, "it is catch as catch can in getting one's meals, and this irregular treatment of my stomach finally gave me trouble. About six months ago I was at my worst. Everything I ate distressed me. I went to two different physicians but got no relief. Then I tried patent medicines, but, instead of improving I grew worse. Finally Ripans Tabules

The relief was immediate. I began to improve with the first dose, and I think I am cured now, but I keep the remedy handy. I have recommended the Tabules to a number of persons, for I believe in them."



Probability That It Will Take the

Place of the Steam Engine-Rapid Rate of Speed. That there is to be a complete revolution

in the means of propelling trains on the great trunk lines of this country and that steam will give place to electricity as soon as the problem of producing that motive power on a large scale economically is solved is the opinion of the officials of the Baldwin locomotive works in Philadelphia,

as stated by one of them to a Star reporter yesterday: "It is our opinion," the official said, "that it is but a question of time when electric locomotives will be used to haul passenger and freight trains on all the various trunk lines in the United States, if not in the world, and in order to ascertain just what can be done in that direction we have had built an electric locomotive, which, pro-

vided it is run on tracks of proper weight, will be able to develop a speed equal to more than 100 miles an hour. "There would be no especial reason for making an electric engine that will run as fast as that, when we have already turned out steam engines that are capable of making ninety miles an hour, one of which runs daily between Philadelphia and Jersey City over the tracks of the Reading and Jersey Central companies, unless the effect of the substitution would be to lessen the cost of

## Already in Use.

operating.

"It is well known that electric locome tives have been built and operated with success, there being two or three in the service of the Baltimore and Ohio Railroad Company at the Belt Line tunnel in Baltimore, and at one other place in that city. timore, and at one other place in that city, where they have performed all that the contract stipulated they should do. These are all run by the trolley system, which, for very heavy trains and long distances, as, for instance, between Washington and Philadelphia, is considered impracticable by most trunk line managers, on account of the expense attached.

"Take, for example, a passenger train of six or eight heavy coaches and Pullmans, such as are run every day, and many times a day, between New York and Philadelphia, or the latter city and Washington. With

or the latter city and Washington. With the rapidity that these fiyers move, the trolley wire would be entirely worn out after a train had made one round trip, so on this account of consideration.

## The Third-Rail System.

"At this time the most practicable sys-

tem for moving very heavy trains, such as be that of the third rail, and it is by that system that experiments are now being made with the engine we built, at the works of the Westinghouse Electric Company in Pittsburg. We have been inform ed, though not officially, that the engine has shown that it can produce a speed ness shown that it can produce a speed equal to over 100 miles an hour, but I would rof guarantee it to do that on any track unless the rail weighed from 100 to 125 pourds to the yard, a kind of rail of which but little, if any, is used on any of our railways, but which it will be necessary to substitute for the present track when railroads get ready to put electric locomotives in service if they want to make faster time than can be made by locomotives as at present propelled. make faster time than can be made by lo-comotives as at present propelled.

"The new locomotive is totally unlike the steam locomotive so universally used on railways, and in general appearance, is much-like an ordinary passenger coach, except that it is not intended to carry nor is it provided with any accommodation for passengers except those necessary to op-erate it.

Description of the Engin "It is the first of its kind in the world, is thirty-two feet in length, and weighs 90,000 pounds. The spread of the tracks is seven feet; diameter of wheels, forty-two inches, and R & kirranged for four 200-horse-power

AN ELECTRIC LOCOMOTIVE with Westinghouse air brakes. The lines of the car are regular, and its fittings handsome, and it has an electric headlight on the front and a pilot to protect the loco

motive from objects on the track.
"In order to provide the properess the frame of the machine is with a half-inch steel plate its entire length, and it is bolted to the floor through cast-iron plates. The frame is made of ten-inch rolled steel channels, surrounded by a one-half-inch rolled plate covering the entire floor. This plate is considered an important detail, as it is intended to give great strength to resist blows in case of collision, and is also intended to protect the lives of passengers in the cars that may be attached in cases of wrecks and

derailments. "The motors are directly beneath the car bed between the two tracks and are fron-clad' consequent-pole motors. These moclad consequent-pole motors. These mo-tors are entirely incased in their steel shells, so that they are practically free from injury under all normal conditions of

from injury under all normal conditions of service.

"The power, which is furnished from a central station, is communicated to the engine by the third-rail system, which is a system of conducting the current to moving motors or trains, consisting of an additional rail, either of iron, steel or copper, laid in the track at about the same height as the main rail on which roils or slides the collector.

slides the collector.

"The possibilities of the new locomotive can harly be estimated. The distance from Jersey City to Washington could be cov-ered in a little over an hour, while the passenger could go entirely across the conti-nent in less than two days, including all the stops necessary to be made."

## COULDN'T STAND A RUN.

Suspension of the Bank of Superior, Wis. WEST SUPERIOR, Wis., December 28,-The Bank of Superior, doing business at

the East End, suspended today on account

of a run with which they were threatened

on account of the recent failures. An assignment was made by the directors to Henry S. Butler. The bank had \$25,000 capital and \$6,000 surplus, which was largely tied up in insurplus, which was largely tied up in investments. The disproportionate deposits of about \$100,000 were a constant menace and a slight run was experienced Saturday which influenced the closing of the institution. The deposits are mostly in small amounts and the bank expects to be able to liquidate in full unless there is a continual decline in assets. The city of Superior had \$13,210 in the bank, making nearly \$30,000 lost by the city during the past week.

Dropped Dead. TUCKERTON, N. J., December 28.-John H. Austin, one of the most widely known G. A. R. members in South Jersey, dropped

dead of heart failure today. He was seventy-four years of age. Austin served with honor throughout the rebellion and had been an ardent supporter of G. A. R. interests since the organization of that bedy. The Siberian Railway. ST. PETERSBURG, December 28.-The

constructor of the Siberian railroad undertakes building a line through Manchuria, starting from a point on the river where the Siberian road joins the Transbaikalia line and terminating at Nikolskaya, south of the Usswu line. Of this proposed new line 1,425 out of the total of 1,929 versts are in Chinese territory. The ministerial press points out that this line will make Russia the intermediary of peaceful civilization between Europe and Asia.

Ben. D. Stevenson, the theatrical man-ager, and Mrs. Helen D. Brown of Philalphia were married in Jersey City yo

